

STAT

Approved For Release 2003/11/06 : CIA-RDP85-00988R000600100025-9

Next 1 Page(s) In Document Exempt

Approved For Release 2003/11/06 : CIA-RDP85-00988R000600100025-9

2 SEP 1977

MEMORANDUM FOR: Legislative Counsel

FROM: James H. McDonald
Director of Logistics

SUBJECT: Use of Federal Property for Automobile
Parking Purposes

REFERENCE: Senate Bill S.1972, "Federal Parking Act"

1. Action Requested: Paragraph 4 of this memorandum contains a recommendation for your action.

2. Background:

a. Circa June 1970, the DCI approved a recommendation by the Deputy Director for Support (DDS) (DDS 70-1976 dated 26 May 1970) that an Agency policy be established to provide employees with parking at Government expense. Immediately after doing so, he directed that "... we not implement this policy until we have assurance that, with GSA, we can take care of our situation at Rosslyn without attracting unnecessary publicity to the Agency." (OL 1 1893)

b. In 1972, the Office of Management and Budget (OMB) drafted a proposed circular dealing with the furnishing of parking facilities to Government employees. This policy, as drafted, would establish a basis for reimbursement for parking which would be fair to the Government and equitable with respect to all Federal employees.

c. The objectives of this proposed circular were three-fold:

- (1) Decrease pollution and traffic congestion
- (2) Provide equity with respect to all employees
- (3) Provide assurance that Agency requirements and operating effectiveness were not hindered.

OL 7 3978

SUBJECT: Use of Federal Property for Automobile
Parking Purposes

d. This draft circular was distributed by memorandum to all Heads of Executive Departments and Agencies on 7 April 1972. (OL 2 2111)

(OL 2 2303) e. The Agency by memorandum to the Associate Director, OMB, dated 3 May 1972, opposed certain aspects of the policy as outlined in the proposed draft. We did not agree that the policy should apply to those areas where congested conditions and high-density traffic conditions did not prevail, or where adequate, high-volume mass transit systems were not available. Our concern for employee resentment far outweighed the advantages of equity that might have been gained through adoption and promulgation of the proposed regulation.

f. We recommended that the proposed policy, if adopted, be established on a selective basis and then closely monitored to ascertain whether or not the expected advantages actually accrued.

3. Staff Position:

a. This Agency presently has over parking spaces under its control of which nearly 800 are reserved for visitors or official vehicles. This figure does not include employee spaces where parking fees are assessed by the landlord.

b. Passage of the proposed Senate Bill S.1972 would carry with it a tremendous administrative burden. Fee establishment and collection, issuance of permits, security, cover, and priority of space assignment are just a few of the duties and responsibilities that would accrue if such a policy were to be adopted and implemented. Especially, would it be cumbersome where parking was utilized for business or visitation at Federal offices. The lowering of morale would surely result, and the cost of living would go up for a large segment of the Agency's workforce. It would appear that the expenditure of financial and human resources in the administration of such a policy across-the-board would not be cost effective, not to mention the degeneration of employee morale.

Administrative - Internal Use Only

Approved For Release 2003/11/06 : CIA-RDP85-00988R000600100025-9

**SUBJECT: Use of Federal Property for Automobile
Parking Purposes**

c. The circumstances which existed in 1970, 1972, and 1973 remain unchanged. Most of our facilities are located in suburban areas where mass transportation systems are wholly inadequate. For example, our Headquarters offices near McLean, Virginia, are situated in a semi-rural locale with extensive open parking areas which were deliberately planned for and provided. If the objectives of the Senate Bill are similar to those of the aforementioned OMB draft circular, as indicated in paragraph 2c above, it is our considered judgment that the proposed bill, if enacted into law, will fail on all three counts if applied universally across-the-board.

4. Recommendation: It is recommended that your office voice our comments to the appropriate individuals involved in the legislative process.

[Redacted]

for James H. McDonald

Atts: DDS 70-19786, DDS 71-0887

Distribution:

- O + 1 - Adse (via ADD/A), w/atts
- 1 - OL Official, w/atts
- ① - OL/P&PS (Subject), w/o atts
- 1 - OL/P&PS (Chrono), w/o atts
- 1 - D/L Chrono, w/atts
- 1 - OL/LSD, w/atts

OL/P&PS: [Redacted] (1 Sep 77)

cc: A-DDA, w/atts

STAT

STAT

- ✓ 1. Memo to DDS fr D/L (FYI) OL 0 1962 dtd 13 Apr 70
- ✓ 2. Memo to DDS fr OGC, Ref D/L memo dtd 22 Apr 70 (OL 0 2423) OGC 70-0613
3. On 28 Apr 70 D/L tasked Planning Staff to prepare study on Employee Parking
- ✓ 4. Study prepared for DCI from DDS dtd 26 May 70, OL 0 2768
5. Concurrently memo to GSA Administrator from DCI approved 26 May 70 by DDS
- ✓ 6. On 12 Mar 71 ExDir advised DDS not to implement DCI approval to provide employee parking until advised to do so by DCI (OL 1 1893).
7. GSA on Mar 19, 1971, rec'd memo fr OMB which stated they, OMB, would hold GSA's request that leased facilities be exempt from OMB Circular No. A-11
8. On 7 Apr 72 OMB sent a "draft" OMB circular to all Executive Departments and Agencies dealing with parking facilities for Federal employees (OL 2 2111)
9. On 3 May 72 the Agency replied over DDS signature opposing "draft" policy (OL 2 2303)
10. The next problem on parking surfaced in the Rosslyn area early (circa April) in 1975
11. Memo for D/L fr C/RECD dtd 24 Apr 75, OL 5 ~~1939~~ ¹⁹³⁷
12. Bulletin signed by D/L dtd 25 Apr 75 prepared for distribution to employees in Rosslyn area